JANUARY—
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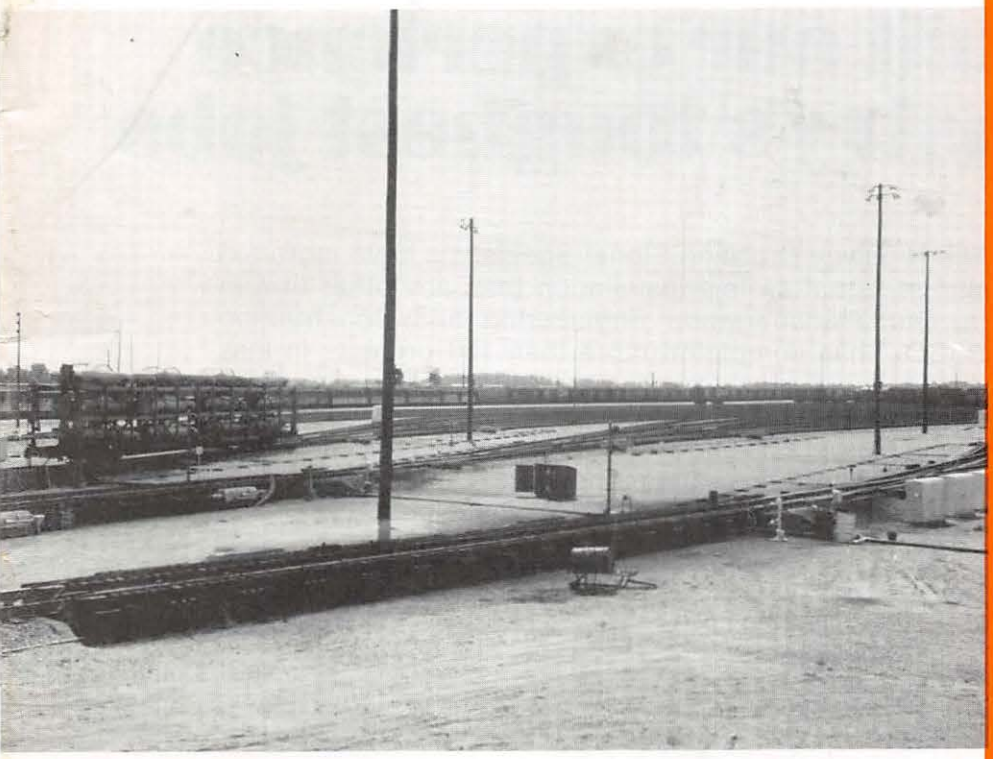
1975

THE Signalmans JOURNAL



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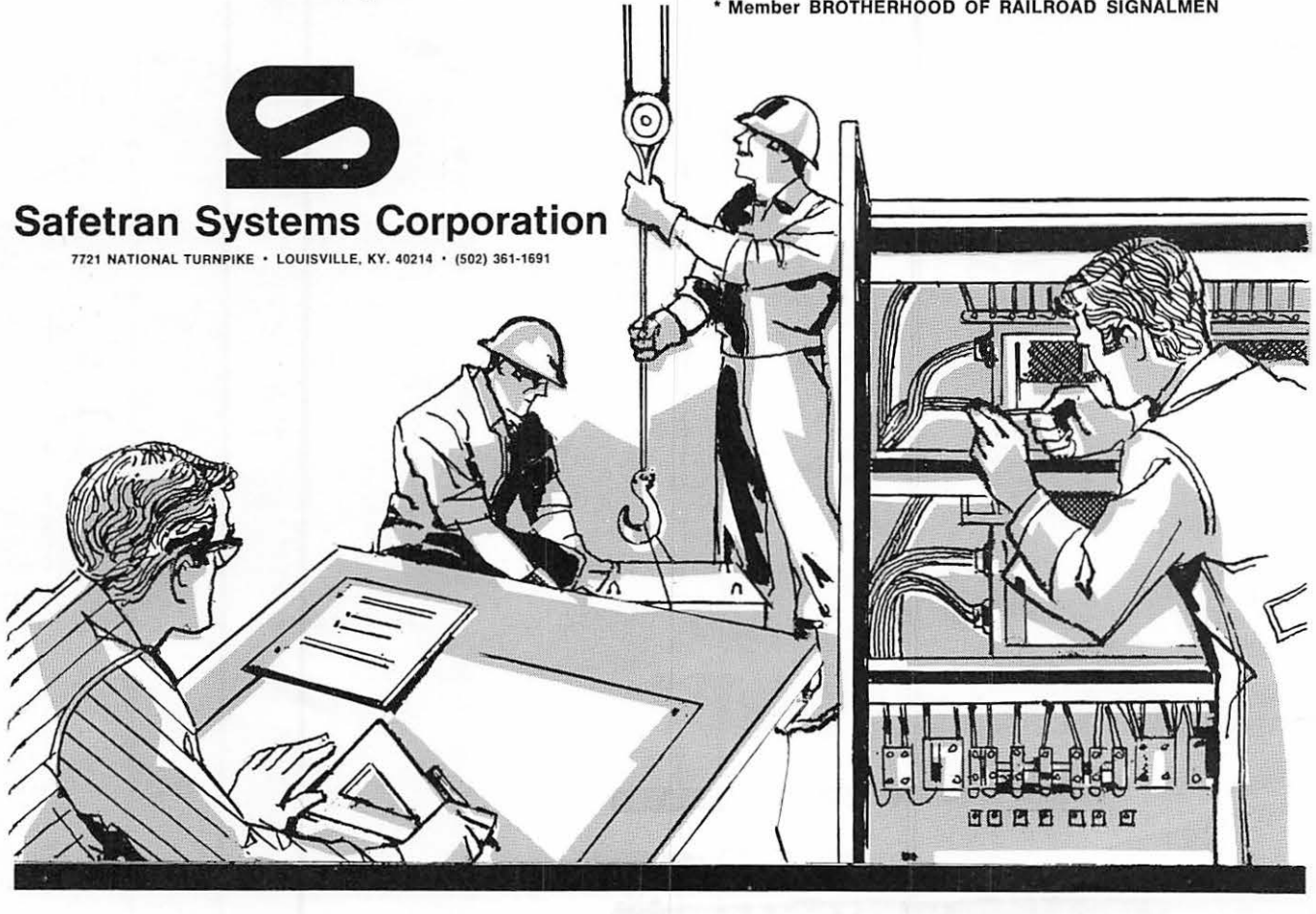

THE
SIGNALMAN'S JOURNAL

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Chamberlain's Message

As this edition of The Signalman's Journal goes to the printers, we are in a position to report to you that our 1975 wage-fringe benefit movement is drawing to a conclusion. Significant progress made in the past week in hard and good faith bargaining between the parties has resulted in a collective agreement which our negotiating committee feels should be presented to our General Chairmen for ratification. Accordingly, we have scheduled a meeting for this purpose on January 27, at Grand Lodge. You will have received the results of that meeting in advance of this message.

Our negotiations, which resumed on January 8, 1975, following a fairly optimistic pre-Christmas bargaining session, indicated such an attitude was premature, because a number of stumbling blocks erupted which seriously impeded the progress to any agreement. Our bargaining talks began to deflate and were further compounded when the carriers, for some unknown reason, began to backpedal on certain issues which we had every reason to believe were for the most part put to bed. The talks further decayed to such an extent that negotiations broke off altogether on January 10.

However, on January 13, the carriers desired to resume the negotiations in an effort to circumvent the impasse. There was a definite change in the climate of the talks, which we interpreted as a sincere desire to resolve the outstanding issues as expeditiously as possible.

In our judgment, our tentative agreement, when viewed in respect to rampant inflation, increasing unemployment, and probable wage-price legislation in the very near future, is satisfactory and we are recommending ratification by our general chairmen.

On another front, we have been actively involved with the seemingly never ending task of protesting applications made to the Federal Railroad Administration by certain carriers to remove in total or in part signal systems or other pertinent safety devices which would in effect reduce safety. It would seem that there are some in the official family of the signal and communications departments on some railroads who are firmly convinced that we are working in a "dying industry" as their actions do not in any manner reflect a progressive attitude. One could easily assume that they have for the most part "thrown in the sponge" and that they feel the quicker we return to the old fashioned manual block-train order system of railroading, the better off the industry will be.

I can assure you that our organization will do everything within our power to stop any further erosion of the signal and communications system on any property. I can further assure you that we will not tolerate the permissive philosophy which is all too prevalent in some decisions that are rendered by the FRA on what we term as regressive signal applications.

The railroad industry throughout the past years has survived in spite of itself, primarily because it is essential to our national welfare and economy. Most of us can remember the good old days when running passenger and freight trains safely at high rates of speed on first class signaled territory was a common daily occurrence. Today we have a few high speed trains on a few progressive railroads, but for the most part, there are too many railroads where negative thinking is the order of the day.

Let's hope that 1975, despite our current inflation—recession problems, will be a year where there is a definite, positive resurgence on the part of all involved in any capacity on the railroads to make ours a better industry.

Railroad employes will do their part and will respond to positive thinking on the part of management. Railroad labor organizations will respond vigorously and cooperate in any progressive endeavor to make our railroads a stronger, more viable, competitive form of transportation.

Railroad labor will also react just as vigorously in opposition to those in railroad management or in the FRA who insist on pursuing a policy that can only result in further deterioration of our most important railroad industry.

The ensuing year is most important and we sincerely hope for the good of the railroad industry and the nation that we will all get back on the main line track. I think that we have all been on the passing track long enough.

Railroad management and railroad labor should work closely together to insure that we have nothing but a high green for the year ahead.

The satisfactory resolution of our current wage-fringe notice should start the railroad industry off on the right foot to begin 1975. We certainly would suggest that a reduction in the number of regressive signal applications to the FRA would continue further movement in the right direction.

Wage-fringe benefit agreement approved by general chairmen

In accordance with Article 1, Section 76 of the Constitution, this will serve as the official notice of the action taken at the ratification meeting of our General Chairmen on January 27, 1975, at which time they approved the tentative agreement reached between the NRLC and the BofRS in settlement of our 1975 wage-fringe benefit notice. The vote was 46 in favor, 1 against.

News

BofRS regional meetings are coming this spring

Brotherhood of Railroad Signalmen are planning to hold several regional meetings this year. They are as follows:

Fort Worth, TX, Saturday March 15 at the Sheraton-Ft. Worth Hotel, beginning at 9:00 a.m. central time.

Memphis, TN, Saturday April 19 at the Albert Pick Hotel, Anderson, IN, sometime in July.

Steuerwald retires from Washington

Special representative **Ben H. Steuerwald** has retired, and was feted with his wife Edith at a special luncheon at Grand Lodge headquarters in Mt. Prospect, IL recently. Brother Ben was born at Ghent, NY on January 10, 1910. His signaling career was spent on the New York Central, and he was active

(Please turn to page 6)

Retirement luncheon was held at BofRS Mt. Prospect headquarters for **Ben** and **Edith Steuerwald. Joseph W. Walsh,** vice-president, was master of ceremonies (on Mrs. Steuerwald's right). **Tom Bates,** secretary-treasurer (right end) was also at the head table.

Stephen J. Muzi, Erie Lackawanna general chairman (right) presents **Ben Steuerwald** with a lantern lamp as a token of friendship from EL BofRS members.

National Agreement Book

We are preparing a book that will contain the basic provisions of national agreements negotiated with a majority of the U.S. railroads on which the BofRS has collective bargaining agreements. It will be a loose-leaf binder with space for the schedule agreement on an individual railroad. Certain sections must be amended to reflect if, and to what extent, a certain agreement or portion thereof has been accepted or amended on an individual railroad. Such additions or amendments will be the responsibility of the purchaser.

The book, consisting of about 350 pages, will include summary of wages and other benefits; Washington Job Protection Agreement; Eastern Carriers Union Shop Agreement of 8/29/52; vacation agreement and interpretations; paid holiday rules; claim and grievance handling rule; force reductions; 2/7/65 Agreement and official interpretations thereto; Award of Arbitration Board 298 and interpretations thereto; off-track vehicle accidents; jury duty; overtime; camp cars; apprentice programs; change of residence; earnings deduction in discipline cases; supplemental sickness benefits; union dues checkoff; AMTRAK protective conditions; and a brief summary of Travelers benefits.

Copies of the **Master National Agreement Book** are priced at $7.95 each. To order, please fill out the coupon below, and mail with check or money order payable to R. T. Bates.

Please send me ..... copies of the **Master National Agreement** book

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Send order with payment to **R. T. Bates, Secretary-Treasurer, Brotherhood of Railroad Signalmen, 601 W. Golf Rd., Mt. Prospect, IL 60056**

NEWS CONT'D

Master of ceremonies **Joe Walsh** (left) presents one of many gifts to retiring special representative **Ben Steuerwald.**

in BofRS affairs. He has served as chief signalman of Local 131 and also has been local chairman of the grievance committee. He had also served as general chairman of Lines East on the NYC.

Brother Steuerwald was appointed grand lodge representative in 1957, and in 1962 was appointed vice-president to fill an unexpired term. From 1964 through 1970 BofRS conventions he was elected a vice-president, and served at Denver, CO and Washington, DC. In 1973, he was appointed special representative with headquarters in Washington.

At the retirement party in Mt. Prospect, Brother Ben was given an Instamatic camera, which he and wife Edith will use to record the many fine pleasures that they will have upon retirement. All wished them well in the coming years.

Walter W. Lauer (left), vice general chairman, Burlington Northern, receives his 25-year BofRS membership pin from vice-president **John T. Bass.**

BofRS and C&S, AAR discuss crossing warning systems

At December, 1974 meeting in Washington, DC, a committee of Brotherhood of Railroad Signalmen members and the Signal Liaison Committee of the Communication & Signal Section, AAR, met to work on proposed standards for crossing warning systems. Shown here (left to right) are: **John E. Hansen,** director of research, BofRS; **W. D. Best,** vice-president, BofRS; **Robert W. McKnight,** editor & manager, The Signalman's Journal; **L. Vincent Anderson,** assistant vice-president operations, Milwaukee Road; **Hugh M. Robertson,** director, C&S Section, AAR; and **R. Wayne Maddux,** BofRS, signal inspector, Texas & Pacific.

Standards are for installation, testing, inspection and maintenance of highway-railroad grade crossing warning devices. Also shown at Washington meeting (left to right) are: **Charles H. Dunn,** director signal engineering, Burlington Northern; **Belknap Freeman,** manager communications engineering, Penn Central, representing Joseph Eash, chief engineer communications & signals, PC; Anderson, MILW; **Patrick H. Foley,** engineer, communications & signals, C&S, AAR; **J. Roy DePriest,** general superintendent communications & signals, Seaboard Coast Line; and **James L. Weatherby,** engineer communications & signals, Missouri Pacific.

Camera "caught" this portion of the discussion group. Left to right are: Weatherby, MP; **Orrin C. French,** superintendent of signals system, Santa Fe; **James Sottile,** BofRS, general chairman, Long Island; and **Havey H. Parker,** BofRS, general chairman, Chesapeake & Ohio.

Some facts to consider about economy and value.

It makes sense to concentrate on economy and value these days. And that's what we did in our '75 models.

With a High Energy Ignition system that reduces ignition maintenance and helps boost spark plug life.

With a redesigned 250 Six that delivers more usable horsepower and more torque.

With extended recommended maintenance intervals on some models that let you go further between plug changes, lubes and oil changes.

Chevrolet

Computer-matched brakes.
Brakes — front disc and rear drum—are computer-matched to pickup size and capacity. Heavier duty pickups get heavier brakes.

High Energy Ignition system.
System eliminates conventional breaker points and ignition condenser. Boosts plug voltage for quick, reliable starts, more miles between tune-ups.

New 250 Six.
New head, new combustion chamber design, new carburetor outside air intake. Result: better fuel mixture, more usable horsepower and torque than the engine it replaces.

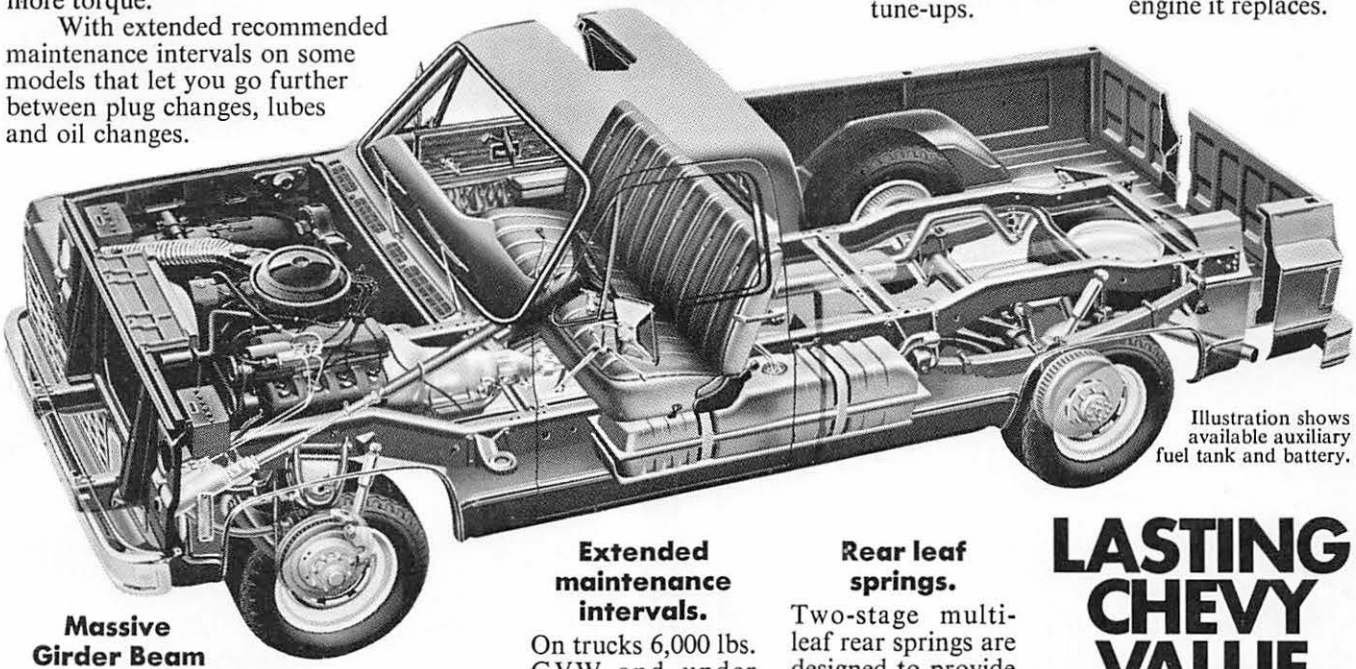


Illustration shows available auxiliary fuel tank and battery.

Massive Girder Beam front suspension.
Chevy's Massive Girder Beam is up to 10¾ inches wide and 4½ inches deep. Wheels can step independently over bumps to help smooth the ride.

Double-wall construction.
You get durability, and improved insulation from body noise. Double-walled areas include hood, roof, dash, cowl, upper rear cab panels and tailgate and cargo box sides on Fleetside models.

Extended maintenance intervals.
On trucks 6,000 lbs. GVW and under and equipped with a catalytic converter and using unleaded gas, Chevy recommended service intervals call for plug changes every 22,500 miles instead of 6,000; engine oil every six months or 7,500 miles instead of four months or 6,000 miles.

Rear leaf springs.
Two-stage multi-leaf rear springs are designed to provide firm, steady support, empty or loaded.

LASTING CHEVY VALUE

'75 CHEVY CHEYENNE

How to keep class yard working

Before

Pond around retarder locations is created after 48 hours of heavy rain. Pictures below show same area after 96 hours, where some water has seeped away or evaporated leaving slick, slimy and oily mud residue. Signalmen were apprehensive about working in the area as they had to inspect and adjust 267-volt dc controls for the retarders, and often at night on 2nd or 3rd trick.

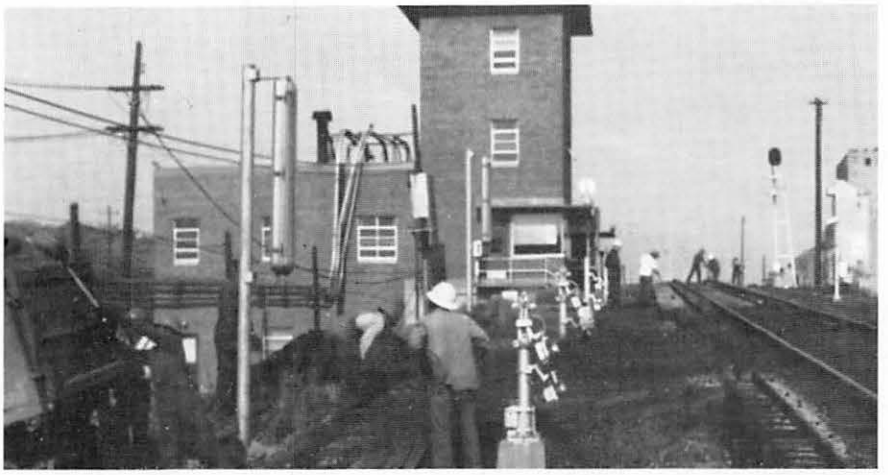
After

After drainage was installed and clean ballast spread (left); the area was much improved. This was about 6 weeks after last "flood" stage (see above).

areas safe for signalmen

THE SIGNALMAN'S JOURNAL

Clean-up operation



Bad weather coupled with poor housekeeping practices made one retarder classification yard a hazardous place in which to work. Prodding by signalmen and the Federal Railroad Administration prompted the railroad company to carry out an extensive cleanup operation.

The clean-up work was handled by 5 signalmen, 10 maintenance of way men and 2 foremen. Retarders and other metal equipment were scraped—shovels, scrapers, etc.—to remove mud, oil and grime. For tough grime that would not come off with scraping, an acid solution was sprayed on the metal and "let work" for about 2 hours. Then a high pressure jet was used to spray a mixture of steam and boiling water on the equipment to clean off the acid-loosened grime.

Track was skeletonized, fouled ballast hauled away and clean ballast was spread.

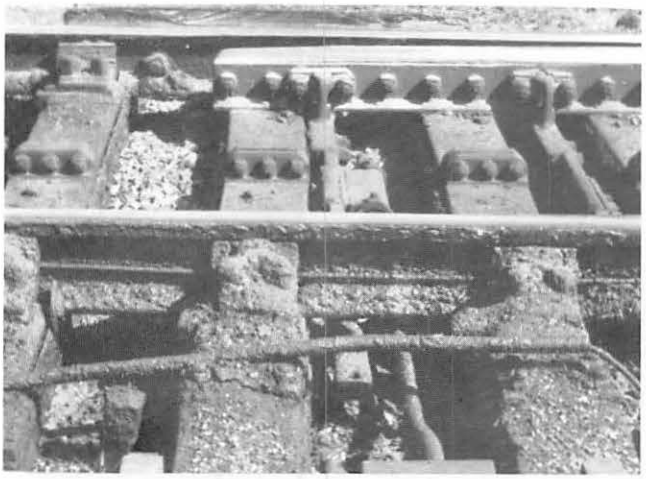
To help keep the working areas clean, drains were installed between group retarders. Thus, rain water easily and quickly drains so that "ponds" cannot form.

Also, the practice of oiling journals on cars at the crest of the hump was stopped. Journals are now oiled on the outbound tracks.

The main villain was oil in and around the retarders, making them slippery and most hazardous for signalmen when they were required to replace brake shoes or adjust the retarders.

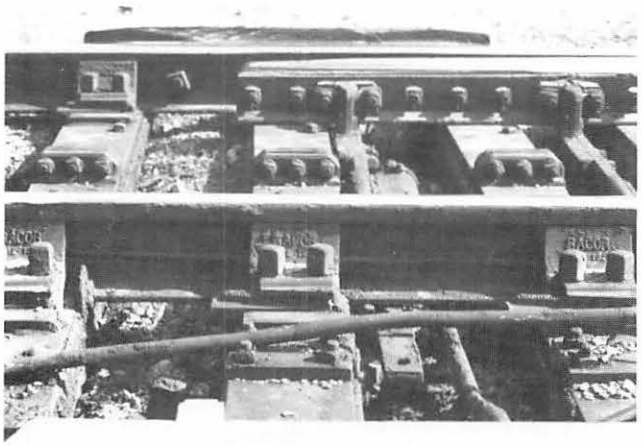
This has now been cleaned up. Hopefully, good housekeeping will keep the area in clean condition, making it a safe place to work.

Before—with oil

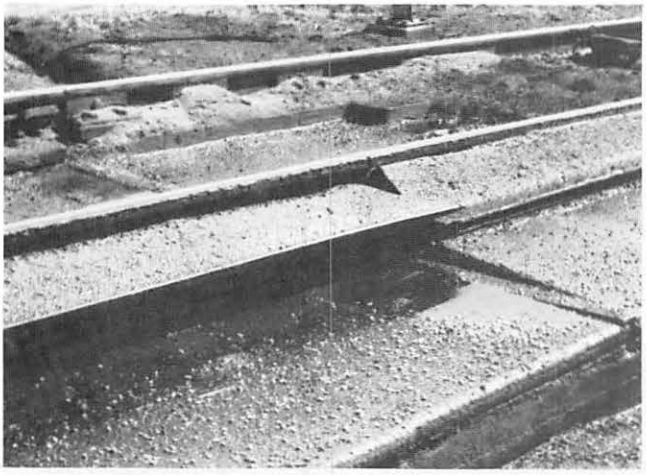


First switch below the hump is shown when crest journal oiler was in operation.

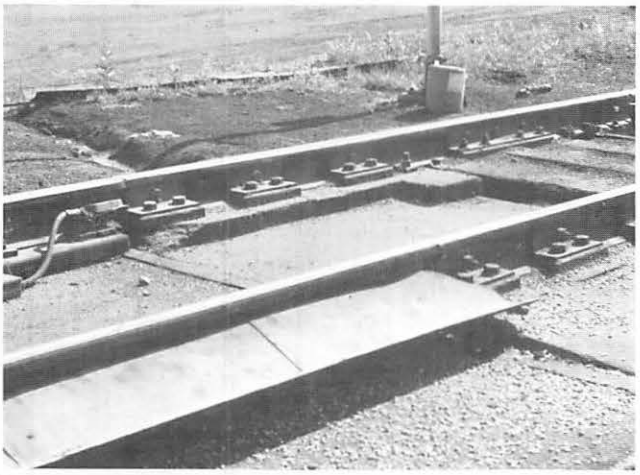
After clean-up



Same switch shown 6 weeks later after the clean-up operation and when crest oiler not in service.



Area near weigh-in-motion scale covered with oil that dripped off car wheels and journals.



Six weeks later, scale area was clean and free of oil, grease and grime.

Oil on master retarder built up extensively when crest journal oiler was working.

After clean-up operation, retarder and its nearby ground was safe for standing and walking.

Signalman general chairmen listen as **Charles J. Chamberlain,** BofRS president, describes sections of wage-benefit pact.

Wage agreement ratified

January 27, 1975 was an important day for members of the Brotherhood of Railroad Signalmen. For on that day, BofRS general chairmen ratified the Memorandum of Understanding that led to the new 3-year contract between the nation's railroads and the BofRS. The vote was 46 yes, and 1 no.

Basic wage increases are as follows: 10% effective Jan. 1, 1975; 5% effective Oct. 1, 1975; 3% effective April 1, 1976 and 4% effective July 1, 1977.

Cost of living adjustments will be made effective on January 1 and July 1 of 1976 and 1977. These adjustments are based upon the Bureau of Labor Statistics Consumer Price Index.

A major part of any cost of living adjustments applied under terms of the contract will be rolled into the basic wage rates.

Holidays. Effective with the calendar year 1976, Christmas Eve (the day before Christmas) will be added to the list of paid holidays for employees receiving holiday pay.

Employee Information. Commencing in June 1975 the carriers will provide each General Chairman with a list of the employees who are hired or terminated, together with their home addresses

During a lull in the national negotiations between the labor unions and the railroads, the camera "caught" these labor members at the negotiating table with staff men seated behind, available for consultation. Seated, left to right at the rear are: **John T. Bass,** BofRS, vice-president; **Joseph W. Walsh,** vice-president, BofRS; **Willis D. Best,** BofRS vice-president; **John E. Hansen,** BofRS, director of research; **Daniel E. Collins,** secretary-treasurer, dispatchers (ATDA); and **C. S. Chandler,** BofRS, vice-president. Seated in front, left to right are: **Charles R. Pfenning,** president, American Train Dispatchers Association; **Al H. Chesser,** president, United Transportation Union; **C. L. Dennis,** president, Brotherhood of Railway & Airline Clerks; and **B. N. Whitmire,** president, Brotherhood of Locomotive Engineers.

DENTAL PLAN IS ADDED BENEFIT

and, if available, Social Security numbers, otherwise the employees' identification numbers. This information will be limited to the employees covered by the collective bargaining agreement of the respective General Chairmen. The data will be supplied within 30 days of the end of the month in which the employee is hired or terminated, except as to such railroads which can not meet the 30-day requirement, the matter will be worked out with the General Chairman.

Health and Welfare Benefits. (a) Benefits now provided under Group Policy Contract GA-23000 to be continued. The railroads will pay the premium cost, offset by such amount as may be available from the Special Account.

(b) In event of national health legislation, benefits and payments will be integrated so as to avoid duplication, and any savings resulting from such integration will be credited to the Special Account.

National Dental Plan. A National Dental Plan will be established to be effective March 1, 1976 with features as described in Attachment A. This Plan will be established and administered as follows:

(a) The entire cost of the dental plan will be borne by the railroads.

(b) The railroads and the unions will jointly invite insurers to submit proposals, and will select the insurer which submits the most favorable proposals to issue an insurance contract to the railroads as the policyholder.

(c) The insurer will furnish financial data, statistical and actuarial reports, and claim experience information to the unions in the same detail and at the same time that it furnishes such data to the railroads.

(d) Any dividends or retroactive rate refunds or credits will be paid into a special fund established for such purpose, to be held by the insurer. Withdrawals may be made from such fund only to provide dental care benefits to employees unless otherwise agreed to.

(e) Provision for continued railroad payments in case of failure to agree on plan provisions in future, similar to provision applicable on connection with GA-23000.

"This is a good example of true collective bargaining," Charles J. Chamberlain, BofRS president, told the assembled general chairmen on Monday, Jan. 27 at the union's Mt. Prospect, IL headquarters.

After reviewing the various aspects of the new contract, Chamberlain said much credit goes to all Grand Lodge Officers who so ably supported him during the negotiations.

"We had long, meaningful discussions," Chamberlain said, "and despite the most unusual economic factors of inflation, recession and unemployment the resulting agreement represents a fine package for our members.

"It is a good contract," was a typical comment of the general chairmen in attendance at the ratification meeting.

The complete agreement will be published in the March issue of The Signalman's Journal.

Key negotiations were carried out in the recent wage-fringe benefit conferences between the Signalmen and the Carriers. During these sessions, the camera "caught" these men at work: (left to right) **Charles J. Chamberlain,** president, BofRS; **Harold C. Crotty,** president, Brotherhood of Maintenance of Way Employees; **Fred A. Hardin,** vice-president, United Transportation Union; and **William H. Dempsey,** chairman, National Railway Labor Conference (for the Carriers).

Retirement

General Fundamental Changes. The benefit formulas for retirements after December 31, 1974, the changeover date, are restructured to a two tier type approach along the lines recommended by the Presidential Railroad Commission. Beneficiaries on the rolls before January 1, 1975, will also have their annuities converted to the new two-tier structure, but without any change in benefits. The first tier is essentially a social security benefit based on the employee's combined social security and railroad earnings; the second tier is a staff type annuity based on railroad service only and will always be in addition to the tier one amount.

For employee retirements after changeover, the annuity formulas are revised to yield lower benefits over the long term than under present law taking into account both railroad and non-railroad service. At least for the next few years the new formula will generally yield somewhat higher benefits particularly for employees who work after 1974. Furthermore, there is a grandfather clause which guarantees that employees awarded annuities in the next eight years will receive no less in benefits than under present law excluding social security benefits.

Future dual benefits would be eliminated, in affect, for new hires and non-vested persons as of December 31, 1974. For persons coming on the rolls after that date, the Board will pay their social security benefits as authorized by the Social Security Administration. However, Railroad Retirement Board beneficiaries on the rolls December 31, 1974, and receiving social security benefits will continue to be paid these benefits by the Social Security Administration. In either case, the dual benefit amount will be deducted from the tier one benefit.

Employee and spouse annuitants currently on the rolls will continue to draw the same amounts they were receiving before changeover including social security benefits. Most survivors on the rolls will receive increases.

For persons with social security insured status on December 31, 1974, a "windfall" amount will generally be payable in addition to the

plan improvements begin now

tier one and tier two benefits. It will be based on social security earnings before 1975 only and is frozen after the beneficiary retires.

The service and other eligibility requirements for the regular railroad employee age and disability annuities will remain unchanged. However, the changes in the benefit formula and the ultimate phase out of dual benefits are expected to save enough to put the system on a relatively sound financial basis despite several liberalizations which were added to the bill and are described below.

For employees with 30 years of service who retire **after June 30, 1974,** either on account of age or disability, supplemental annuities will be payable at **60 years of age** instead of age 65. Also, unreduced annuities will be payable to their spouses starting at age 60. Formerly, the employee and the wife both had to be age 65 for her to receive a full annuity.

For employees age 62 and over with less than 30 years of service who retire **after December 31, 1974,** reduced annuities will be payable to their spouses starting at ages 62-64 and full annuities at ages 65 and over. Formerly, the employee had to be age 65 for his spouse to be eligible for an annuity from the Board.

Survivors will now receive 130 percent of the amount social security would have paid if the beneficiary was covered under that system. This replaces the present social security guaranty of 110 percent (O/M). However, in retirement cases, the O/M is being dropped from 110 percent to 100 percent.

Retirement Benefits

Employee Annuitants on the Rolls—January 1, 1975. If the employee is not entitled to social security benefits on his own earnings, the regular RRA annuity would be divided into two components. In the case of an individual who is receiving a social security benefit, the sum of the railroad and social security benefits would be divided into three components.

The first component (tier one) will be an imputed amount equivalent to a social security benefit calculated on the basis of the employee's combined service and earnings less any SSA monthly amount to which he is entitled. If the employee is not insured under the SSA on his combined earnings, he will be deemed to be eligible as of his annuity beginning date and an imputed amount will be used.

The second component, called a staff benefit (tier two) for an employee **not** entitled to social security benefits on his own earnings, would be equal to the difference between his RRA regular annuity being paid on January 1, 1975, and the imputed SSA benefit of tier one before reduction for SSA benefits.

If the employee was entitled to social security benefits, the tier two benefit will be the difference between his RRA regular annuity and an imputed SSA benefit based on railroad service alone.

The third component or windfall amount is the amount payable in lieu of the employee's social security benefit. The windfall amount for persons on the rolls is frozen and never increased thereafter. It is equal to the amount by which the individual's dual benefit plus the social security benefit he would have received based on railroad service alone exceeds the benefit he would have received on his combined earnings from the social security system. However, this windfall benefit will be adjusted to cause total benefits (including dual benefits) under the 1974 Act to equal the corresponding total under the 1937 Act. If the employee was receiving an SSA benefit not based on his or her own earnings, the windfall is computed differently and generally will equal the SSA benefit.

If the employee was receiving a supplemental annuity, it will continue at the same rate as under present law.

Future Increases in Retirement Annuities in Payment Status—January 1, 1975. The tier one benefit will be increased automatically whenever social security benefits go up. The increase would be payable in the same amount and at the same time as if railroad annuitants were social security beneficiaries.

The second component (tier two) will have four cost-of-living adjustments and no more unless new legislation is enacted. Furthermore, such increases will be less than their increases in the tier one benefit because each such adjustment would be only 32.5 percent of the annual increase in the unadjusted Consumer Price Index (CPI). The first such increase in the tier two amount would be payable July 1, 1977, and similar increases payable July 1 of each of the following three years independently of whether or not social security benefits go up in those years.

Benefits can increase

Spouse Annuities on Rolls, January 1, 1975. The spouse's railroad retirement annuity, plus any social security benefits being paid, will also be continued at the same rates by both agencies. Her spouse's annuity paid by the Board will be divided into two tiers, in essentially the same way as the employee's benefits. She can receive a windfall benefit if she is entitled to a social security benefit on December 31, 1974. She is also entitled to a windfall if her husband is entitled to a social security benefit as of December 31, 1974. Her windfall is equal to the smaller of her own social security benefit or her spouse's annuity based on earnings through December 31, 1974, but not less than half of the employee's windfall amount.

As in the case of employees on the rolls, the windfall amount will be adjusted to make the total of her annuities, including dual benefits under the 1974 Act, equal to amount she was receiving on December 31, 1974.

Employee Annuities Beginning After December 31, 1974. Employee benefits awarded after December

31, 1974, will consist of up to six components, as follows:

1. A tier one benefit which is essentially a social security benefit based on both railroad and social security earnings computed in the same way as for employees on the rolls. Persons entitled to an annuity from the Board but who would not be eligible for a social security benefit will be given a deemed tier one benefit. Occupational disability annuitants and age annuitants under age 62 fall in this category. As for beneficiaries on the rolls, the tier one benefit will be reduced for any social security benefit they are entitled to.

2. A tier two benefit which would consist of past service and future service components.

(a) The past service portion of the tier two benefit would consist of two parts:

(1) The excess of the annuity computed under the RRA as of December 31, 1974, counting service only through that date, over and above an imputed SSA benefit based on railroad service alone for the same period, and

(2) $1.50 a month for each year of the employee's first 10 years of service and $1.00 a month per year for each thereafter, concluding with December 31, 1974. The fixed dollar amounts per year of service would only be given to employees who worked for a railroad after 1974.

(b) The future service component of tier two will be equal to the sum of one-half percent of the employee's average monthly compensation after 1974 and $4, multiplied by the employee's years of service after 1974.

3. The other two components would be:

(a) A supplemental annuity of $23 payable to employees with 25 years of railroad service plus $4 for each additional year up to a maximum of $43. Although, this is less than the present $70, this is compensated for by the fact that the present reduction is eliminated in the regular annuity for entitlement to a supplemental annuity. Otherwise, the condition for payment remains the same including the "closing date" which remains at age 65.

(b) A windfall benefit based on earnings through December 31, 1974, is payable to employees vested under both systems on changeover. This is in lieu of the dual benefit which is subtracted from the tier one amount.

Vesting for an employee, means that he must have had 10 or more years of railroad service by December 31, 1974, and sufficient social security credits on that date to be permanently insured under the social security program. The rules for vesting are more stringent for an employee not working in the railroad industry in 1974 with less than 25 years of railroad service and no current connection with the railroad industry on December 31, 1974 or when he retires. To be vested, such individual will have to be permanently insured under social security as of the date he left the railroad. The windfall in such a case will be calculated based on his social security earnings through that date.

Spouses Benefits Awarded After 1974. A spouse's benefit will consist of a tier one and tier two benefit which are half of those of her husband's, subject to the present maximum. The tier one spouse benefit is reduced by any SSA benefit, payable to her. If her husband had 10 or more years of railroad service and she was vested under social security on changeover, she will be eligible for windfall benefits based on her own earnings or her husband's earnings through December 31, 1974. The windfall is generally calculated the same as for wives on the rolls as of December 31, 1974.

Guaranteed Benefit Amount. For employees retiring after 1974 and before 1983, and their auxiliary beneficiaries, the total of their retirement benefits, but not including dual benefits, cannot be less than under current law under a grandfather clause. This grandfather provision retains the 110 percent present O/M guaranty for the eight year period.

Reasonable Cap. There will be a maximum set on family benefits so there will be a reasonable relationship between the employee's highest two years of earnings and his benefits. Since benefits cannot be reduced below $1,200 for the family, it will be some time before this will have an effect.

Cost-of-Living Adjustments in the Tier Two Benefit Formula for Retirements After December 31, 1974. The formula for computing the tier two benefit would be subject to a maximum of four cost-of-living increases between December 31, 1974, and the time the employee retired. These increases apply to all components of the tier two benefit except for the second part of the past service portion ($1.50 and $1.00 a month per year of service). The total increase would be 65 percent of the increase in the Consumer Price Index (CPI) from September 1976, to the September of the year preceding the year of retirement, but would have an adjustment to take out the effect of the increase in the employee's earnings after December 31, 1976. The first increase would be effective January 1, 1978, and the other three annually thereafter. These would be made whether or not social security has cost-of-living increases in those years.

Female Railroad Employee Annuities. There is a special provision for female railroad workers who are married to railroaders. If either the husband and wife had any railroad service before January 1, 1975, they will be permitted to draw their retirement annuities as under present law. In other words, the husband can draw his annuity and the wife can draw both her spouse's benefit and her own regular annuity.

Survivor Benefits

Survivor benefits are now equal to 130 percent of the amount social security would have paid on the employee's combined railroad and social security earnings. This replaces the previous 110 percent social security guaranty (O/M). Survivor benefits being paid as of December 31, 1974, will not be reduced if their present benefit exceeds the new 130 percent guaranty.

Present or future railroad retirement survivor benefits will now be divided into two or three components. The first component will be a tier one benefit based on the employee's earnings minus any SSA benefit received by the survivor but not less than zero. Tier two

Social Security aids

would be 30 percent of her unreduced tier one benefit. Survivors not receiving social security benefits would have only these two components. Of course, all survivors would receive in addition, any social security benefit they are entitled to whether paid by the Board or the Social Security Administration.

Widows either vested or receiving a social security benefit on changeover would receive a windfall benefit as a third component. A widow is vested if she was permanently insured on her own earnings under the Social Security Act on December 31, 1974, and the employee had 10 years of railroad service before that date. For a widow on the rolls the windfall is the excess of the RRA annuity she was receiving on December 31, 1974, over the sum of her tier one and tier two amounts. This is intended to produce the same total benefits she had been receiving.

For new awards, the windfall benefit for a vested widow is the amount by which the total of her own social security benefit and her widow's benefit under the railroad

Benefits are many

formula exceeds 130 percent of her widow's tier one benefit, all amounts calculated as of December 31, 1974. This is intended to give her roughly the same as she would have received under the old law.

A non-vested widow will receive her tier one benefit less the amount of any social security benefit paid her. Her tier two benefit will always be 30 percent of her tier one benefit, before reduction for dual benefits.

The provision which guarantees that a widow's annuity will be not less than any spouse annuity to which she was entitled in the month preceding her husband's death would apply to the total of her tier one and tier two benefits.

Work Restriction. The restriction on employees working after retirement is changed. Employees will be subject to the same earnings limitations as under social security. However, the reduction will apply only to that portion of the employee's tier one benefit based on all his social security earnings plus only his railroad earnings after 1974. Furthermore, such reductions will not apply unless the employee would have been insured under social security on such earnings. Windfall benefits will also be subject to work deductions if the entire amount cannot be recovered from the tier one benefit. Last person service and railroad employment will continue to prevent payment of any RRA benefits. The work clause for survivor benefits is unchanged.

The last person service restriction will no longer apply to an elected public official regardless of his earnings. The last person service restriction is retained for appointed public officials as in the 1937 Act.

Residual Benefit. The residual benefit will be frozen in the amount determined on the basis of the employee's railroad earnings through December 31, 1974. It will be reduced on account of any retirement or survivor benefits previously paid to the family in generally the same manner as under present law.

Lump-Sum Benefit. For retired employees and active employees with 10 or more years of service on December 31, 1974, the lump-sum death benefit would be frozen as of January 1, 1975, and paid in the same way as under present RRA law.

For new entrants and for employees with less than 10 years of service as of December 31, 1974, the amount of such benefits would be payable under SSA law ($255 maximum) but entitlement would be based on present RRA law.

Current Connection. Same as under present law except that regular employment with the Department of Transportation, the Interstate Commerce Commission, the National Mediation Board, or the Railroad Retirement Board will not break a current connection.

Local Lodge Employment. Compensation shall not include pay for service in a local lodge or division of a railway-labor organization of less than $25 in a month. (This was raised from $3.)

Employee Taxes. No change is made in the rate of taxes paid by employees or in the monthly tax base. It will continue to be geared to changes in social security.

Tax Refunds. Employees with social security employment not entitled to a windfall benefit will receive tax refunds if applicable. The refund is payable if the employee's combined taxable earnings in any year after 1950 from both systems exceeded the railroad retirement annual maximum for that year. The employee's excess social security taxes will be refunded by the Board for any year in the period 1951-74 automatically to him upon his retirement, or to his widow or other survivors if he died before retirement. For years after 1974, an employee will have to apply for the excess social security taxes he paid on his income tax return.

New Investment Policies. The investment policy was changed to permit the Board to earn more interest income on funds in the Railroad Retirement and Supplemental Accounts. This was accomplished by giving the Board authority to request the Secretary of the Treasury to invest in securities or redeem obligations in order to obtain best possible interest rates for these accounts.

Funding of Phase-Out Costs of Dual Benefits. Annual appropriations will be made to the Railroad Retirement Account for the fiscal years 1976-2000 to cover the estimated phase-out costs of dual benefits (windfall amounts). However, such estimates will be adjusted to take into account the additional amount of interest income provided by the new investment policies under the 1974 Act. These appropriations are intended to completely amortize the total cost of the windfall benefits by the year 2000 even though the "windfall" will continue to be paid by the Board for some years to come. Every three years coinciding with the actuarial valuation, the Board will reevaluate the annual appropriations needed to implement this provision.

Future SSA Amendments. Future liberalizations in SSA benefits after 1974 will be passed through automatically to railroad employees and beneficaries.

Moratorium. Neither the railroad carriers nor the railway labor unions will propose or support any future changes in the RRA to become effective before January 1, 1978.

Sec. 236-340 Electromechanical interlocking machine; locking between electrical and mechanical levers.

In electro-mechanical interlocking machine, locking between electric and mechanical levers shall be maintained so that mechanical lever cannot be operated except when released by electric lever.

Sec. 236.341 Latch shoes, rocker, links, and quadrants.

Latch shoes, rocker links, and quadrants of Saxby and Farmer machines shall be maintained so that locking will not release if a downward force not exceeding a man's weight is exerted on the rocker while the lever is in the mid-stroke position.

Sec. 236.342 Switch circuit controller.

Switch circuit controller connected at the point to switch, derail, or movable-point frog, shall be maintained so that its contacts will not be in position corresponding to switch point closure when switch point is open one-fourth inch or more.

Subpart D— Traffic Control Systems Standards

Sec. 236.401 Automatic block signal system and interlocking standards applicable to traffic control systems.

The standards prescribed in Sections 236.201 to 236.203, inclusive, Sections 236.205, 236.206, 236.303, 236.307, 236.310 and 236.311 shall apply to traffic control systems.

Sec. 236.402 Signals controlled by track circuits and control operator.

The control circuits for home signal aspects with indications more favorable than "proceed at restricted speed" shall be controlled by track circuits extending through entire block. Also in addition, at controlled point they may be controlled by control operator, and at manually operated interlocking, they shall be controlled manually in cooperation with control operator.

Sec. 236.403 Signals at controlled point.

Signals at a controlled point shall be so interconnected that aspects to proceed cannot be displayed simultaneously for conflicting movements.

Sec. 236.404 Signals at adjacent control points.

Signals at adjacent controlled points shall be so interconnected that aspects to proceed on tracks signaled for movements at greater than restricted speed cannot be displayed simultaneously for conflicting movements.

Sec. 236.405 Track signaled for movements in both directions, change of direction of traffic.

On track signaled for movements in both directions, occupancy of the track between opposing signals at adjacent controlled points shall prevent changing the direction of traffic from that which obtained at the time the track became occupied, except that when a train having left one controlled point reaches a section of track immediately adjacent to the next controlled point at which switching is to be performed, an aspect permitting movement at not exceeding restricted speed may be displayed into the occupied block.

Sec. 236.406 Indication of track circuit occupancy at controlled points.

Occupancy of track circuits at controlled points shall be automatically indicated at the control station.

Sec. 236.407 Approach or time locking; where required.

Approach or time locking shall be provided for all controlled signals.

To Be Continued

Why
19

Servo is the world's leading producer of electronic hot box detector systems.

We're not experts in every phase of railroad safety— but as the industry's pioneer designer and producer of electronic hot box detection systems, we can claim a high level of successful experience in working on the problems of bearing failures, axle burn-offs and derailments associated with undetected hot boxes.

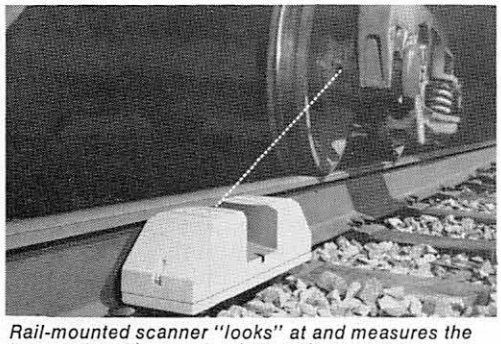
Since 1957, more than 1,800 SERVOSAFE Hot Box Detective Systems have been put into service, and have compiled an unequaled record of safety improvement, more efficient preventive maintenance procedures and cost reduction.

Hot box detectors available from Servo offer the widest flexibility in choice of system configuration, features and functional options, including: rail-mounted or ballast-mounted scanner; a complete selection of ancillary and test equipment; solid-state electronic signal processing. Several modes of data read-out are also available— automatic digital read-out at trackside or remote location; pen-paper recorder chart for visual interpretation; FM carrier data transmission over unlimited distances.

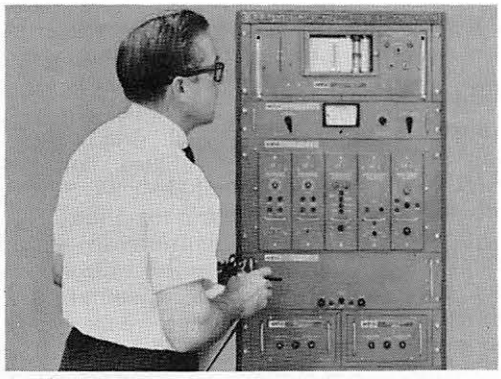
With our broad range of products and world-traveling network of field engineers, we can readily "customize" the design, manufacture, installation and operation of a SERVOSAFE System to best meet the particular requirements of your railroad.

You are invited to contact us for complete descriptive literature, or to arrange a field engineering site survey and application review— without obligation, of course.

are 71 railroads in countries using SERVOSAFE®?

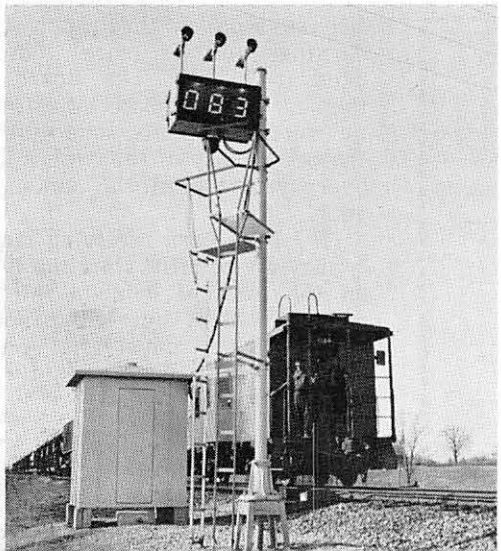


Rail-mounted scanner "looks" at and measures the heat radiated by passing journal boxes.



Solid state electronic data processing equipment, with permanent record chart recorder.

Trackside display board gives digital read-out of hot box location.



Because today's faster, heavier trains—running for longer distances between inspection stops—have placed even greater emphasis on one of railroading's oldest problems: the overheated journal box. Wheel bearings are operating under more stress, and are more vulnerable.

Technological developments such as better lubricants, improved bearing designs and lubricator pads have all been employed by railroad managements to help solve the problem. Another significant step taken has been the increasing use of roller bearings. While these advances have helped, they have also made traditional methods of journal box inspection extremely difficult. The smoking oil fire indicating a friction bearing hot box is now a rare occurrence. A roller bearing that is about to fail seldom gives a warning sign that can be seen by eye. An automatic method for detecting hot boxes has become a necessity. The SERVOSAFE® Hot Box Detective™ System meets today's needs by providing for the automatic location of bearings that are running hot, so that action can be taken promptly after detection.

Railroads use SERVOSAFE simply because it has proved itself, in actual field service, to be the most practical, most effective method of combatting costly damage and derailments caused by defective overheated bearings.

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Personal Aids and News

Retirement law changes reported by Bates

Many of the questions asked of the U.S. Railroad Retirement Board at the beginning of the year center on taxes, closing dates, earnings limitations, and Medicare. The following will answer some of these questions:

(1) Are railroad retirement benefits subject to income taxes?

Regular railroad retirement and survivor benefits are not subject to Federal or State income taxes and should not be listed on your tax return. Unemployment and sickness benefits paid by the Board are also nontaxable. On the other hand, supplemental employee annuities must be included along with other taxable income on your Federal income tax return. The Board will send you a form early in 1975 that will show the total amount of supplemental annuity payments you received in 1974. However, while supplemental annuities are subject to Federal taxes, they have been ruled to be exempt from State income taxes.

(2) Has there been a change in railroad retirement tax rates?

Employee tax rates remain 5.85 percent, the same level as social security taxes. However, beginning with January 1975, the amount of earnings subject to the railroad retirement tax increases from $1,100 per month to $1,175 per month.

(3) What are the supplemental annuity closing dates for 1975 and how important are they?

Closing dates are very important. Employees or retirees who perform any railroad employment, including work for a railroad union, after their closing date permanently lose their eligibility for a railroad retirement supplemental annuity.

For employees reaching age 65 in 1975 and later years, the closing date is the last day of the month after the month in which they become 65. It should be noted that an employee reaches a given age one day before his birthday.

The Board suggests that employees age 62 or older contact the nearest Board field office for help in establishing proof of their age. This will prevent the possibility of their losing a supplemental annuity through any misunderstanding on their correct age.

(4) Do the earnings limitations, some annuitants are subject to, increase in 1975?

In 1974 earnings above $2,400 in the year could reduce certain railroad retirement benefits by $1 for every $2 earned over $2,400; but benefits were not reduced for any month in which earnings were $200 or less. In 1975 earnings in excess of $2,520 may effect the reduction of $1 for every $2 earned over $2,520 but benefits will not be reduced for any month in which earnings are $210 or less.

The earnings limits on disabled annuitants are unchanged from 1974.

(5) Who is subject to these earnings limitations in 1975?

These earnings limitations apply to almost all survivor annuitants. In 1975 many retired employees and their wives, not subject to earnings restrictions in the past, become subject to them. Most of these annuitants will be retired employees and wives who are also receiving social security benefits. The U.S. Railroad Retirement Board will notify such retired employees and their wives who become affected by these earnings limitations later in 1975.

However, the annuity of any beneficiary is not payable for any month in which the beneficiary works for a railroad, and retired employees and their wives may not return to work for their last preretirement nonrailroad employer.

(6) How should railroad retirement beneficiaries subject to earnings restrictions report earnings above these limits to the Board?

Beneficiaries whose payments are subject to restriction because of excess earnings should report their expected earnings for the year to the nearest Board field office as soon as they know their earnings will be more than the prescribed limit. The Board can then make immediate adjustments in benefit payments, thus relieving the beneficiary of repaying a large overpayment after the end of the year.

(7) I have been receiving monthly survivor benefits from the Board on the basis of being a full-time college student but will probably not return to school after Christmas vacation. When should I notify the Board?

Moving? Let us know!

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The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

You should notify the nearest field office of the Board right away to avoid any overpayment which would have to be repaid.

(8) I will be 65 in 1975. How do I sign up for Medicare coverage?

Entitlement for both hospital and medical Medicare coverage is automatic at age 65 for almost all annuitants on the Board's rolls. Employees who have not retired by age 65 must file applications to get coverage. Their applications should be filed at a field office of the Board during the three months prior to the month of their 65th birthday. This will give them immediate coverage at age 65.

(9) When I was 65 I did not choose to have the supplementary medical (doctor bill) coverage of Medicare at that time. Will I have another opportunity to obtain this coverage?

Yes. You can apply during any general enrollment period which runs from January 1 through March 31 of each year. If you enroll during that time, your coverage will begin the following July 1. Your premiums will be higher because of late enrollment.

(10) In 1970 I applied for supplementary medical coverage in a general enrollment period but was denied coverage because it was more than three years after the time I could have first enrolled. Should I apply again?

Yes, in the general enrollment period beginning January 1. Th denial of coverage for such late enrollments or re-enrollments for doctor bill insurance has been eliminated.

(11) What about Medicare enrollment for disabled employees, widows, and children who can be eligible before age 65?

To be eligible a person must have met total disability benefit standards and have received, or been considered in, an annuity paid by the Board for at least 24 months. Persons who meet these requirements and who have been receiving disability annuities are enrolled automatically when they qualify. Some eligibles, such as the disabled children (at least age 18 and disabled before age 22) of retired employees must contact a Board field office. Other eligibles who would have to contact the Board are annuitants retired before 65 on the basis of age who have become totally disabled, and widows aged 50 or older who are totally disabled but have not filed a claim

(Please turn to page 20)

HOW BENEFITS APPLY

Example: Employee and wife both retire at age 60 on February 1, 1975. Employee has 31 years of railroad service with average monthly compensation of $350 through 1974; he worked one month in 1975 and earned $900. Neither he nor his wife has social security credits.

1974 Act	**Employee**	**Wife**
Tier I component (Using social security formula)	$278	$139
Tier II component (Based on RR service)	193	96
Windfall component	------	------
Supplemental annuity	43	------
Total	$514	$235
1937 Act		
Regular annuity	$413	(1)
Supplemental annuity	(2)	------
Total	$413	------

[1]A spouse annuity of $207 would not have been payable under the 1937 Act until employee and wife both attained age 65.
[2]A supplemental annuity of $70 would not have been payable under the 1937 Act until the employee reached age 65.

Example: Employee age 62 retires on July 1, 1974. He has 35 years of railroad service and average monthly railroad compensation of $375. He receives social security benefits based on average monthly nonrailroad wages of $255. His wife retires at age 60 on January 1, 1975; she has no social security credits.

1974 Act	**Employee**	**Wife**
Net Tier I component		
Gross Tier I (Social security formula		
Minus social security benefit using RR and SS credits)	$301	$151
Minus social security benefit based on SS credits only	−157	------
	$144	$151
Tier II component (Based on RR service only)	196	96
Windfall component	130	(1)
Supplemental annuity	43	------
Total Annuities	$513	$247
Social security benefit paid	157	(1)
Grand Total	$670	$247
1937 Act		
Regular annuity	$470	(2)
Supplemental annuity	(3)	------
Social security benefit	157	(1)
Total	$627	------

[1]Social security spouse benefits of $74 will be payable when the wife reaches age 62. She will also receive a windfall benefit of $65 at that time. The social security benefits themselves will not change the total amount paid under the 1974 Act as they will be subtracted from the wife's tier I benefit.
[2]A reduced annuity of $205 would not have been payable under the 1937 Act until the employee reached age 65.
[3]A supplemental annuity of $70 would not have been payable under the 1937 Act until the employee reached age 65.

for disability because they are receiving survivor benefits on the basis of caring for minor or disabled children.

(12) Must an employee actually be receiving a railroad retirement annuity before he or his wife or child can qualify for early Medicare coverage if they become victims of chronic kidney disease?

No, neither the employee nor his wife or dependent child need be an annuitant. However, the employee must meet certain minimum earnings or service requirements. It is also required that the individual's physical condition necessitate hemodialysis or a kidney transplant. Contact a Social Security office if you or someone in your family is afflicted. Coverage can begin with the third month after the month he or she begins a course of hemodialysis.

(13) Will the Medicare coinsurance charges a beneficiary pays for hospitalization increase in 1975?

Yes. A Medicare patient will have to pay the first $92 of his or her hospital bills, or $8 more than the present $84 charge.

In addition, a patient's daily bill for hospital care between the 61st and 90th days will be raised to $23 from $21 and the daily costs for post-hospital care in a skilled nursing home between the 21st and 100th days will go up to $11.50, from $10.50.

HOW BENEFITS APPLY

Example: Employee and wife both retire at age 65 on February 1, 1975. Employee has 38 years of railroad service from January 1937 through January 1975, with average monthly compensation of $426. Neither he nor his wife has social security credits.

1974 Act	Employee	Wife
Tier I component (Using social security formula)	$316	$158
Tier II component (Based on RR service)	320	89
Windfall component	------	------
Supplemental annuity	43	------
Total	$679	$247
1937 Act		
Regular annuity	$571	$247
Supplemental annuity	70	------
Total	$641	$247

Example: Employee age 65, and wife age 62, both retire April 1, 1975. Employee has 38 years of railroad service from January 1937 through March 1975 with average monthly compensation of $430. He has no social security credits; his wife has her own social security benefit.

1974 Act	Employee	Wife
Net Tier I component		
Gross Tier I (Using social security formula)	$316	$158
Minus wife's social security benefit	------	−207
	$316	$ 0
Tier II component (Based on RR service only)	321	89
Windfall component	------	158
Supplemental annuity	43	------
Total Annuities	$680	$247
Social security benefit paid	------	207
Grand Total	$680	$454
1937 Act		
Regular annuity	$571	[1]$198
Supplemental annuity	70	------
Social security benefit	------	207
Total	$641	$405

[1]Reduced for retirement at age 62.

New changes benefit many retirees

(1) My husband retired at age 60 with 30 years of service in July 1974. When am I eligible for a wife's annuity?

In 1975, a full spouse annuity is payable at age 60 to the wife of a retired employee age 60 or older with 30 years of service, if the employee's regular annuity began after June 30, 1974. If the wife of such an employee has a minor or disabled child in her care, she is eligible at any age. Under previous law, every employee had to be age 65 before his wife could be eligible for a spouse annuity, and a wife had to be at least age 62 to receive a reduced spouse annuity unless she had a child in her care.

Wives who are qualified under the new age requirements and wish to retire should contact the Board office nearest their home for assistance in filing an application.

(2) My husband is planning to retire at age 62 with 10 years of railroad service in 1975. Am I, as his wife, affected by the new law?

Yes. For an employee age 62 to 64 with less than 30 years of service, whose regular annuity begins after December 31, 1974, the new law lowers the age required of such an employee for his wife to be eligible for a spouse annuity. In 1975 the employee need be only age 62 for his wife to receive a reduced annuity at age 62 or a full annuity at age 65 or at any age if she has a minor or disabled child.

If you qualify under the new age requirements, you can apply for a spouse annuity when your husband retires.

(3) My husband retired a few years ago. Is there any change in eligibility requirements for me?

The eligibility requirements for wives of 30-year employees who re-

tired before July 1, 1974, and for the wives of 10 to 29-year employees retired before 1975 were not changed. Your husband must still be at least 65 years old and you must be at least 62 to be eligible for a reduced annuity, or be age 65, or have a minor or disabled child in your care, to be eligible for a full annuity.

(4) How much can a spouse annuity be?

A wife's annuity is one-half of her husband's regular annuity, but no more than $247 in 1975. The average spouse annuity awarded in September 1974 was $151 per month.

(5) What are the new age requirements for supplemental annuities?

Effective January 1, 1975, an employee with 30 years of service whose regular annuity begins after June 30, 1974, can receive a supplemental annuity as early as age 60. Under previous law, no supplemental annuity was payable until age 65.

However, employees who retired before July 1, 1974, and those with less than 30 years of railroad service must still be age 65, as in the past, before they can receive a supplemental annuity.

(6) I retired with 30 years of service at age 60 in July 1974. Do I have to file another application to receive a supplemental annuity in 1975?

No. No action is necessary on your part. You should receive your first supplemental annuity check on February 1.

(7) Have the amounts of supplemental annuities changed?

Not really. Previously, a retiree's regular annuity was reduced when he received a supplemental annuity. Though the supplemental annuities ranged from $45 to $70, the reduction in the regular annity generally meant that the retiree had a net gain of only about $23 to $43. Under the new system, supplemental annuities awarded after January 1, 1975, range from $23 to $43, but there is no offset in the regular annuity. Thus, there is no real change in the net amount.

(8) Are there any changes in the closing dates for supplemental annuities?

The closing date requirements for supplemental annuities are unchanged. For individuals reaching 65 in 1974 and later years, the closing date is the last day of the

(Please turn to page 22)

HOW BENEFITS APPLY

Example: Employee and wife, each age 65, retire May 1, 1975. Employee has 15 years of concurrent railroad and social security earnings through 1963. He leaves railroad service and works exclusively under social security starting in 1964. His average railroad monthly compensation is $275. He receives social security benefits based on average monthly nonrailroad wages of $450. His windfall component is based on credits acquired through the year he left railroad service.

1974 Act	Employee	Wife
Net Tier I component		
Gross Tier I (Social security formula using RR and SS credits)	$313	$156
Minus social security benefit based on SS credits only	−278	−139
	$ 35	$ 17
Tier II component (Based on RR service only)	17	9
Windfall component	103	52
Supplemental annuity	------	------
Total Annuities	$155	$ 78
Social security benefit paid	278	139
Grand Total	$433	$217
1937 Act		
Regular annuity	$184	$ 92
Supplemental annuity	------	------
Social security benefit	278	139
Total	$462	$231

HOW TO GET THE LATEST

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Editor, Railway System Controls,
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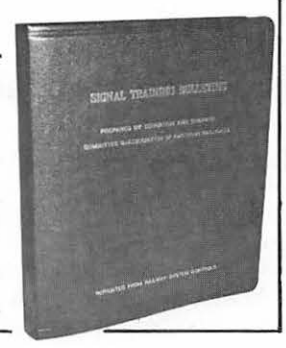

PA&N Cont'd

month after the month in which they attain age 65.

Closing dates are very important for railroad employees. Employees or retirees who perform any railroad employment, including work for a railroad union, after their closing date permanently lose their eligibility for a railroad retirement supplemental annuity.

(9) How are widows affected by the new law?

The large majority of widows' and other survivors' benefits have been computed under a formula which provides 110 percent of the amount Social Security would have paid if the survivor had been covered by that system. The new law provides for 130 percent of the social security amount, so all benefits paid under that formula will be increased. Almost all of these surviors will receive the increases in their March 1, 1975, annuity checks, which will include payments retroactive to January 1.

Widows and other survivors with benefits that have been computed under an alternate railroad formula may not receive increases under the new law. This is particularly true if they are receiving social security benefits on their own earnings. Those who are entitled to higher amounts as a result of the new formula will get the increase in their May 1, 1975 annuity check, with retroactivity to January 1.

(10) Does a survivor have to file an application to receive the increase due in 1975.

No. These will be paid automatically to those due them.

(11) Are railroad workers and their wives who retire at age 60 eligible for Medicare?

You must be age 65 to qualify for Medicare. However, coverage before age 65 is available, under certain conditions, if you are totally disabled or suffering from chronic kidney disease requiring dialysis or a kidney transplant.

How to buy soap

By Sidney Margolius

Some soaps are advertised as good for holding on to husbands; others, for holding on to friends.

Whatever your own objective, soap has become surprisingly expensive. In the three years since we previously priced soaps, various brands have gone up 40 to 120%. A floating soap that was 11¢ two years ago now costs 19¢. A small bar of a deodorant soap that was 12¢ now sets you back a quarter. You can pay as much as 39¢ for some of the more elaborately-packed deodorant soaps.

The increase is attributed by the soap industry to the higher prices of waste fats used to make soap. But the increases still seem exaggerated, since they amount to more than the manufacturers' entire costs for ingredients.

Only in the past few years have consumers been able to compare costs of different brands. Before 1971, the soap industry had been a privileged sanctuary, immune from the requirement to show net weights that all other grocery-store products had to meet.

It pays to check the weights. Floating soaps, which can do that because they have air pumped into them, look bigger than others. "Frame" soaps also look bigger than hard-milled soaps which are pressed together. (You can tell milled soaps by their smooth, shiny look.)

You can't judge how much you get from the face appearance. Some 5-ounce deodorant bars look bigger than Zest, which is 5.75 ounces.

What makes you buy what you do? In the case of soap, a Procter & Gamble official testified at Senate hearings some years ago, consumers "simply buy according to personal preference as to color or the one that may be mildest or has the most appealing fragrance."

As in our previous surveys, Sweetheart and Ivory cost least, comparison-shopper Jane Harmon found. In deodorant soaps, Zest again was lowest, mainly because it's the biggest bar. The only cheaper deodorant soap was a house brand at about half the price of the national brands. Larger bars were cheaper.

Deodorant soaps especially are likely to vary in price. We found Zest selling anywhere from 28 to 35¢; Irish Spring, 26 to 31¢, and so on. Costs in your own neighborhood may vary, but the comparative values will be much the same.

It pays to stock up when you find a special price. Then you can remove the wrappers and let the soap dry out so it won't melt into a soft blob that vanishes before your eyes.

Those Skippy TV commercials comparing peanut butter with meat have been slapped down by the National Advertising Division of the Council of Better Business Bureaus. The commercials claimed, "With today's prices, more and more shoppers are switching to peanut butter . . . Ounce for ounce, peanut butter provides about as much protein as lean hamburger."

While the Best Foods Division of CPC International argued that peanut butter really is high in protein, the review board was concerned about the comparison with meat. The commercial showed a shopper asking a butcher for "a nice portion of Skippy Peanut But-

Comparative Soap Costs

	Size	Av. Price	Cost Per Oz.
Sweetheart	3.25 oz.	13 ¢	4.0¢
Ivory	4.5	18.5	4.1
House brand deod.	5.0	21.1	4.2
Ivory	3.5	16.3	4.7
Woodbury	4.75	23	4.8
Zest	5.75	31.5	5.5
Dial	5.0	28.1	5.6
Palmolive	5.0	33	6.6
Camay	5.0	33.2	6.6
Lux	5.0	33.2	6.6
Palmolive Gold	5.0	34	6.8
Safeguard	5.0	34	6.8
Palmolive	3.5	24	6.8
Camay	3.5	24.3	6.9
Lux	3.5	25	7.1
Dial	3.5	25.2	7.2
Irish Spring	5.0	36	7.2
Phase III	5.0	39	7.8
Irish Spring	3.5	28.1	8.0

ter." The butcher says, "More and more shoppers are switching to peanut butter."

Peanut butter truly is one of the cheapest sources of protein. It ranked third in protein costs in a list of 38 protein foods we recently compared. It was outranked only by canned mackerel and dry peas and also probably by soy powder, which we did not include.

But the TV commercials omitted one fact. The protein in peanut butter is not "complete" as in foods from animal sources such as meat, fish, eggs and milk products. Peanut butter is low in some of the essential amino acids. However, grain products like bread, even though incomplete in their own protein, do have amino acids which supplement those low in peanut butter. Thus, a peanut butter sandwich does provide complete protein, especially if you also eat each day some of the food from animal sources.

News About Members

Signalmen joined Congressman **Harley O. Staggers** at recent LABOR newspaper dinner. Shown here (left to right) are: **Charles S. Chandler,** vice-president; **Charles R. Vaught,** general chairman, Southern; **Stephen J. Muzi,** general chairman, Erie Lackawanna; **Joseph W. Walsh,** vice-president, **James Sottile,** general chairman, Long Island; **Charles J. Chamberlain,** BofRS president; **John E. Hansen,** director of research; Congressman Staggers (Dem. WV); **Bernard E. Britcher,** general chairman, Penn Central; **V. Joseph Sartini,** general chairman, Norfolk & Western; **Harvey H. Parker,** general chairman, Chesapeake & Ohio; and **R. Thomas Bates,** BofRS, secretary-treasurer.

Signalman's Daughter wins poster award

Amy Rose, 9, daughter of Richard O. Rose, signal foreman, Norfolk & Western, was awarded a $50 Savings Bond as second prize in the Safety Poster Contest sponsored by the Association of Railroad Editors. Brother Rose is a member of Wabash Local No. 55 and works in the St. Louis area.

Local 107 has 50% turnout for meeting

About half of its members attend meetings of Illinois Central Gulf's Miss-Lou Local 107, which according to ICG general chairman **B. J. Woodruff** is a very commendable act. At the recent October meeting in McComb, MS, 17 members were present, of whom 8 took the obligation. They included **J. E. Boyd, H. A. Despommier, J. L. Dykes, C. G. Honea, G. A. Peets, G. L. Smith, P. K. Souther,** and **J. B. Walker.**

Action taken at the meeting was to vote at the next regular meeting on full seniority rights, to increase local dues, and to cancel the second quarter 1975 meeting so members can attend the BofRS regional meeting to be held in Memphis, TN on April 19. Consideration is being given to chartering a bus to take members from McComb to the Memphis regional meeting.

Hugh Thomas, (left) local chairman, Great Northern Local 154, presents 40-year BofRS pin to **Adrian L. Buckland** at retirement party in Whitefish, MT.

Others attending this meeting, not mentioned above, included **R. P. Addington,** secretary-treasurer **J. H. Johnson, R. H. Johnson,** local chairman **T. H. Magee, J. B. Moak, G. E. Roberts, E. O. Rowley, J. K. Smith, R. D. Stokes,** and general chairman B. J. Woodruff.

Buckland feted on his retirement

Great Northern Local 154 recently held a retirement party for **Adrian L. Buckland** and his wife Helen at the Viking Lodge. "Buck" as he is known to his friends completed 46 years of service in the signal field. At retirement time he was a signal inspector, and also was No. 1 on Local 154's seniority roster.

Friends from as far away as Everett, WA and Lincoln, NE gathered to wish Buck and Helen the best of luck and happiness as they begin their retirement.

(Please turn to page 24)

Signalman's Worksheet

A-C track circuits and relays

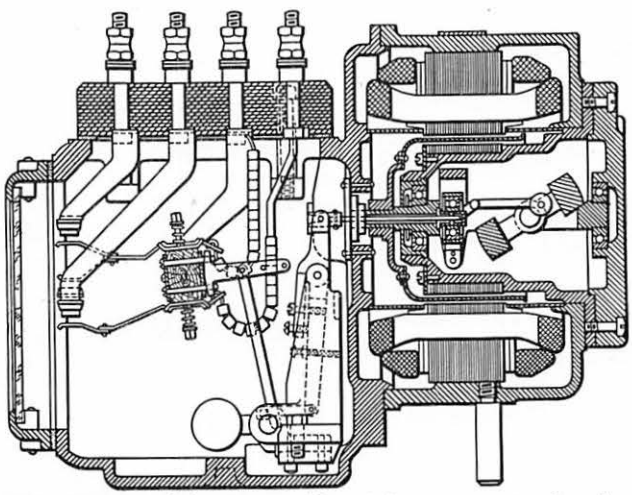

FIG. 114—Model 2A centrifugal frequency track relay.

Model 2A Centrifugal Frequency Track Relay

This relay is shown in Figure 114. It is a 2-element, 2-position relay with a stator having two separate distributed windings, an inner core, and an aluminum rotor that revolves in the air gap between the stator and the inner core. The method of transmitting the driving force due to rotation of the rotor to the contact bar is, however, quite different from the pinion-and-sector method used in rotor type relays that are not specifically designed to be frequency selective.

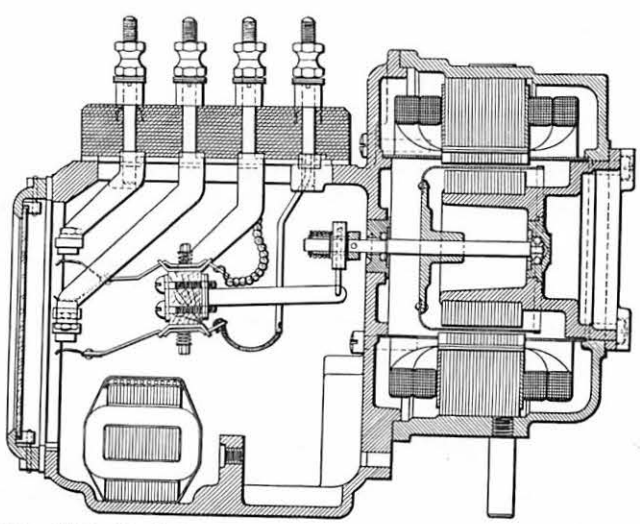

FIG. 115—Model 2A static frequency track relay.

When the track section is not occupied, the rotor revolves at a speed proportional to the frequency of the signaling current. At this speed, a centrifuge—a sort of fly-ball mechanical governor which is connected to the rotor—operates the contacts. If the track is shunted or if the rotor is running at a speed lower than that corresponding to the signaling frequency, the centrifuge does not operate the contacts.

Model 2A Static Frequency Track Relay

This relay is shown in Figure 115. It is a single-element, 2-position relay made frequency selective for operation on 60-cycle current. It will not operate on 25-cycle propulsion current. It has a stator with two separate windings. The inner core and rotor are similar to these parts used in the non-selective Model 2A track relay. The frequency selective character of this relay is obtained by the use of a Wheatstone bridge arrangement of reactances and resistances interposed between the leads from the track circuit and two distributed stator windings.

The bridge assembly unit is mounted in the relay's contact chamber. Due to the space required by this unit, a 6-way relay case must be used to handle four front contacts. This relay has no centrifuge, the contact bar being operated from the rotor shaft through pinion, sector and link connection the same as in the non-selective Model 2A track relay.

Since the static frequency relay operates as a single-element relay, i.e., takes all its energy from the track, and also because of the Wheatstone bridge unit inserted between the track and the relay's windings, it requires considerable energy for its operation. Thus its use is limited to relatively short track circuits—1000 feet in length or shorter—such as detector track circuits at interlockings.

Vane type relays

Operating parts of the vane relay are assembled in either a circular or rectangular enclosure with glass sides. All working parts are visible.

The method of transmitting movement or driving torque from the vane to the contact bar is from a short crank arm on the vane shaft through a link to a crank arm on the contact bar. This is designated as a direct connection as compared with the pinion and sector connection between rotor shaft and contact bar used in the rotor type relays.

There are two general classes of vane relays, single-element and 2-element.

Information and drawings furnished by General Railway Signal Company.

News from Canada

Job security plan coming in Canada

The railway industry may soon have a job security plan to protect the employment and income of workers with eight years' service or more in the event of possible lay-offs.

Mr. Justice Emmett Hall called for such a plan in a supplementary arbitration award, released last Dec. 9, and according to John E. Platt, vice-president, BofRS, negotiations already are underway for an agreement that will meet Hall's requirements.

Despite railway arguments to the contrary during arbitration hearings after the 1973 strike, Hall's supplementary award ruled that "a job security plan based on the principle of attrition is feasible and practical."

It's overall objectives, he said, should be to provide enlarged job opportunities so that employees with eight years' service or more may, as nearly as possible, always hold work; to avoid employee relocation for short periods; and to minimize the adverse consequences of unavoidable lay-offs.

To help achieve these objectives, he ruled the plan should provide for:

—At least 90 days' notice of pending job abolishments;

—The opportunity for laid-off employees to seek retraining for other jobs;

—The establishment of joint union-management committees to deal with certain job security issues; and

—Special benefits, equal to 85% of basic wages, for eight-year employees unavoidably laid-off.

The plan, he said, should extend to the end of 1976 and be subject to suspension only "in the event of severe adverse economic situations." But "before any action is taken to suspend the plan," he added, "there will be consultation and agreement with the unions or a declaration by the government to that effect."

Hall's ruling that there should be any plan at all is considered a major advance in the area of job security, which has become an important issue in railway bargaining because of the substantial reduction of the work-force over the past several decades.

Canadian Master Agreement was signed in Montreal on Dec. 11, 1974 by **John E. Platt,** BofRS vice-president (right) representing the signalmen; and **J. D. Parnell,** vice-president, United Telegraph Workers.

It emerged as one of the key issues during the arbitration Hall was appointed to conduct following the strike of 1973.

During his initial hearing in the fall of 1973, Canadian National and Canadian Pacific had told him a job security plan based on attrition was not feasible. The unions had told him it was. In his arbitration award of Jan. 16, 1974, Hall was not prepared to make a final ruling one way or the other and asked both sides to review their positions then return to him later in the year.

They came back last July, and although there were still areas of basic disagreement, the two sides were closer than they had ever been before. In fact, they were so close that, in his December award, Hall wrote: "I believe and hold that the two proposals can be integrated into one workable job security plan without violating an essential principle common to both sides."

Back in July, the main issue of difference was seniority—the priority employees have in bidding for promotion or maintaining their current positions in the face of lay-offs.

The companies agreed that if a job security plan based on attrition was to be workable, union seniority lists would have to be broadened to provide more flexibility. The unions said they were prepared to broaden seniority groupings where necessary and feasible.

In his award, Hall said, "the concessions made by the unions . . . . appear to be adequate for the day-to-day working of the agreement."

Given the basic seniority principle of "first hired, last fired," broadened seniority grouping gives employees with longer service more job security in the face of possible lay-offs, because they are grouped together with more junior employees.

Under Hall's proposed plan, an eight-year employee facing lay-off

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would be able to displace "a junior employee with less than two years of seniority, counted from Jan. 16, 1974, on any seniority list within his own union on his seniority territory as now defined or as redefined by the parties to a new agreement."

Contracting out. Hall also ruled on the issue of contracting out. He noted that "both the non-ops and shop-craft unions had complained that their ranks were being depleted and work lost to their members" through this practice.

However, he finally accepted the railways' assurance that their practice "is not to contract out work that is presently and normally performed by the employees."

He also accepted their promise "to build into our arrangements for consultation a meeting of management and union officers to be held early in each year to provide as much information as possible about intentions with respect to the year ahead."

Railway pension reform is under study

The Canadian Railway Labour Association, (CRLA) prompted the federal government last year to establish a commission of inquiry into railway pensions with a view to improving them.

The railway pension inquiry the CRLA demanded is now underway. As it progresses, the inquiry commissioner, Dr. Noel Hall, will hear long and complicated discussions about unfunded liabilities, actuarial soundness and cost stabilization.

In the brief it has presented to the inquiry, the CRLA argues that there is no reason why pensioners should be singled out to suffer inflation.

They sacrificed real goods and services during their working lives in order to support both a younger generation still in school and an older generation already in retirement. Therefore, they are entitled to real goods and services now in the form of pension benefits.

Moreover, the brief argues, it is "only elemental justice" that such benefits should be protected against inflation and improved as the economy grows, giving workers a real increase in their standard of living through raises that exceed the rise in the cost of living.

Pensioner **Jean Paul Chapleau** and his wife spent a memorable evening at the recent Young Pioneers Local 118 annual dinner dance.

Harold Stockdale, retired general chairman and grand lodge representative, (left) was "caught" by the candid camera as he relaxes with BofRS president **Charles J. Chamberlain** and **John E. Platt** (right), BofRS vice-president at Local 118's annual pensioners party held in Montreal recently.

Also attending Local 118's pensioners' party were grand lodge trustee **John McCormick** and BofRS secretary-treasurer **R. Thomas Bates.**

These general principles could be applied to pension plans everywhere. But the CRLA brief focuses them directly on the railway pension plans.

It argues that:

—Railway pensions should be indexed to increases in the cost of living, beginning at the date of retirement for present employees, and retroactively to the date of retirement for those now on pension, with the latter group to receive a lump sum equivalent to the lost purchasing power since retirement, plus accumulated interest.

And that:

—Pensions should be indexed to increases in the productivity of the national economy.

The brief argues for other changes, too:

—It calls for the recalculation of all existing pensions, using the formula of 2% of the average best five years pay, times years of service to a maximum of 35 years.

(During last year's negotiations, this formula was extended back to 1935 for present CN employees and 1937 for present CP employees. It aims to give career employees a pension equivalent to 70% of his best five years average earnings.)

The brief further argues that any such improvements made in the future "should automatically be applied with retroactive effect to members of the plan already retired."

In the case of early retirements, the brief says: the offset or reduction in company pensions for Canada or Quebec Pension Plan benefits, now applied from the date of retirement, should only be applied when a pensioner reaches 65.

Since the plans do not now cover all railway employees, the brief says arrangements should be made to make participation possible for any exempted workers who now want in and compulsory for all future employees.

It also calls for improvements in survivor benefits. At present, a survivor receives 50% of the spouse's pension. The brief says this should be increased to at least 75%. In addition, it says, any retroactive adjustments should apply to survivor benefit levels.

CN and CP, which in 1973 paid more than $120 million in benefits to more than 58,000 pensioners and survivors, will argue that the costs of implementing such proposals would be prohibitive; they might break the existing pension funds.

But the CRLA, in its brief, argues that such costs could be met if pension benefits were backed, not only by the assets of existing pension funds, but by the total assets of the railways, with a guarantee by the government to provide additional revenues if needed.

The brief claims backing by the government is justified because the railway industry is, in fact, either owned or heavily controlled by it.

Also, the brief observes that present pension funds could be in-

(Please turn to page 28)

Let's Talk Sense About Wasted Wealth and Natural Resources

A Message from Harry A.Tulley
President, Glass Bottle Blowers Ass'n. AFL-CIO

There has been a good deal of talk about how to clean up our environment. We all know we need freedom from pollution, that we need to conserve our natural resources.

There's no denying that the mounting piles of rubbish constitute a problem. Solid waste consists of 59% paper, 35% food waste, wood, rubber, plastics, metals, cans, etc. and 6% glass. It costs money to cart refuse away every day and many communities are running out of landfill sites to bury it.

Some legislators are seizing on one small aspect of the problem to urge passage of laws against disposable beverage containers with the hope it will stop the far greater volume of other rubbish. Such an approach can't work!

Most foods are sold in glass or cans and it is impossible to make such containers returnable. Beverage containers comprise only a minor part of the total. If they were all put in returnable bottles it would reduce total rubbish about 3½%. That would be more than made up by the 7% annual increase in solid waste.

The sensible approach is resource recovery. When legislators advocate the sale of only returnable beverage bottles, they forget that putting the bottles through a number of washings takes valuable electric power, plus the use of strong caustic soda which then creates the problem of disposal of the wastes without contamination of our water supply. Storage of unwashed containers may present a health hazard in retail stores.

Trash is in reality wasted wealth. Common sense and just plain economics demands that we recycle all waste. Our scientists have provided us with the technology we need to redeem the treasure we have been squandering. St. Louis gets enough electric power for 25,000 homes from a plant which burns 300 tons of trash daily, after separating the cans, bottles and metals for recycling. In Chicago a similar plant will light 45,000 homes and conserve 100,000 tons of coal annually. In Connecticut, Wisconsin, New York, New Orleans, Boston, and elsewhere, major resource recovery projects are on stream with the cooperation of the U.S. Environmental Protection Agency and the National Center for Resource Recovery.

This is the sensible way to transform our garbage into treasure, save money on disposal and conserve natural resources. It will take money from government and industry to provide the necessary facilities. But it is far more sensible than restrictive legislation against bottles and cans which will eliminate thousands of jobs of skilled workers.

It makes sense to help solve these twin problems — waste disposal and resource conservation — and create a thriving new industry.

GLASS BOTTLE BLOWERS ASSOCIATION
226 SO. 16TH ST. AFL-CIO PHILADELPHIA, PA.

vested more profitably, with a view to covering increased costs, if legislation were amended to allow future financing of railway development.

Along with changes such as this, however, the brief also recommends changes in the management of railway pension funds. It says employees and pensioners should have equal representation with management on both the CN Pension Board and the CP Pension Committee. That having been done, it says, these two bodies should become trustees of their respective pension funds.

The brief further argues for full benefit parity for all railway pension plans since "wage rates, conditions of employment and non-pension fringe benefits are generally similar, if not identical."

The brief concludes that "the objective of all the railway pension plans is the provision of real income security in old age for retired railway employees."

Just what final recommendations the inquiry commissioner makes to the labour minister toward this objective, and how they might be implemented, remains to be seen.

But one message should come through clearly: There is a need to improve pensions for those now retired as well as for future retirees.

In the words of Vic Clements, a system general chairman for the International Brotherhood of Electrical Workers and a member of the CN Pension Board:

"It's not enough to have everything to live for and nothing to live on."

John Platt, vice-president, expressed appreciation for the fine work of two new retirees (seated) **Herb O'Reilly** (left) and **Larry McConnell** at a recent St. Charles Local 187 retirement party.

Retirement party was held recently in Montreal for retiring members **Larry McConnell** and **Herb O'Reilly** of St. Charles Local 187. Shown here are (from left to right): **J. E. DuBois,** general chairman and general secretary-treasurer, Canadian general committee; **John E. Platt,** vice-president BofRS; **Herb O'Reilly,** signal mechanic at CN relay shop in Montreal; **A. Norman Cotton,** retired CN general chairman; **E. G. Abbott,** executive secretary, Canadian Railway Labour Association; Larry W. McConnell, leading signal mechanic, CN relay shop; and **Harold A. Stockdale,** retired grand lodge representative, BofRS.

An opportunity to hear informed speakers talk about signaling subjects is coming April 1, 1975 in Winnipeg, Manitoba. The Northern Sectional meeting of the Communication & Signal Section, AAR will be held that date. Further details in the next issue of The Signalman's Journal. Meeting will be held at the Hotel Fort Garry.

St. Charles Local 187 honors retirees

Larry McConnell and **Herb O'Reilly,** two recent retirees of St. Charles Local 187 were honored recently. Brother McConnell retired after 36 years service with the Canadian National. He joined CN in 1938 and came to the Montreal relay shop as a helper in 1947. Brother McConnell was a charter member and the first local chairman of Local 187. Also, he was the first assistant general chairman in Canada. At the time of his retirement, Brother McConnell held the position of leading signal mechanic. All his many friends, both in and out of the signal shop, wish Larry the very best in his retirement, reports **Stewart Prince,** secretary, Local 187.

Brother Herb O'Reilly joined the CN in 1941 at Brockville, ON, and six years later he came to the relay shop as a mechanic. He was a charter member of Local 187 and has held many positions in the local, including chief signalman and secretary-treasurer. After 33 years "in harness," Herb's friends wish him the best and hope that now he will take things easy.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

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Signalman's Worksheet

A-C track circuits and relays

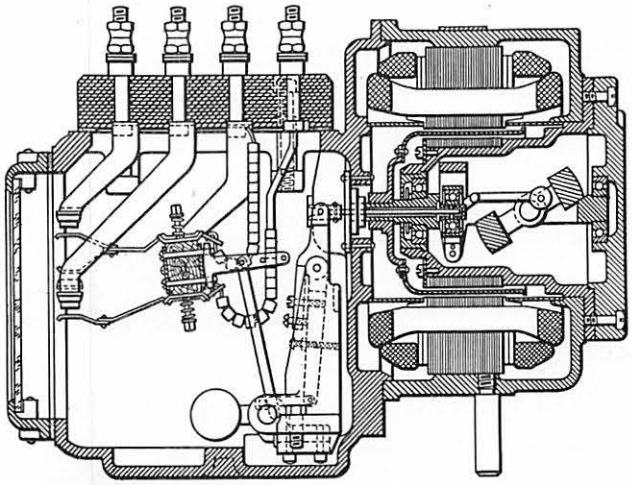


FIG. 114—Model 2A centrifugal frequency track relay.

Model 2A Centrifugal Frequency Track Relay

This relay is shown in Figure 114. It is a 2-element, 2-position relay with a stator having two separate distributed windings, an inner core, and an aluminum rotor that revolves in the air gap between the stator and the inner core. The method of transmitting the driving force due to rotation of the rotor to the contact bar is, however, quite different from the pinion-and-sector method used in rotor type relays that are not specifically designed to be frequency selective.

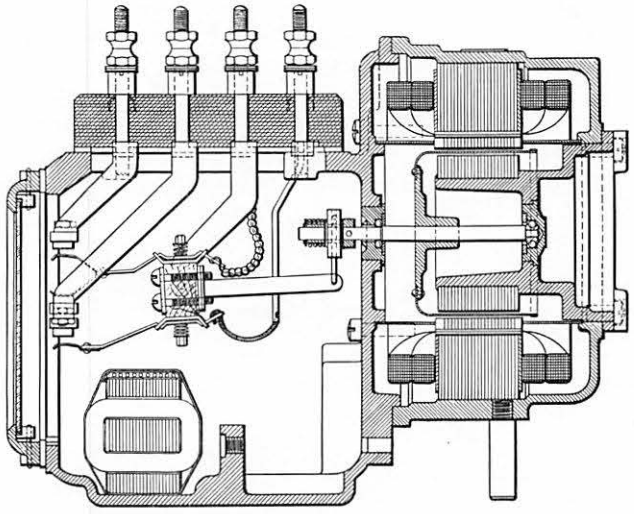


FIG. 115—Model 2A static frequency track relay.

When the track section is not occupied, the rotor revolves at a speed proportional to the frequency of the signaling current. At this speed, a centrifuge—a sort of fly-ball mechanical governor which is connected to the rotor—operates the contacts. If the track is shunted or if the rotor is running at a speed lower than that corresponding to the signaling frequency, the centrifuge does not operate the contacts.

Model 2A Static Frequency Track Relay

This relay is shown in Figure 115. It is a single-element, 2-position relay made frequency selective for operation on 60-cycle current. It will not operate on 25-cycle propulsion current. It has a stator with two separate windings. The inner core and rotor are similar to these parts used in the non-selective Model 2A track relay. The frequency selective character of this relay is obtained by the use of a Wheatstone bridge arrangement of reactances and resistances interposed between the leads from the track circuit and two distributed stator windings.

The bridge assembly unit is mounted in the relay's contact chamber. Due to the space required by this unit, a 6-way relay case must be used to handle four front contacts. This relay has no centrifuge, the contact bar being operated from the rotor shaft through pinion, sector and link connection the same as in the non-selective Model 2A track relay.

Since the static frequency relay operates as a single-element relay, i.e., takes all its energy from the track, and also because of the Wheatstone bridge unit inserted between the track and the relay's windings, it requires considerable energy for its operation. Thus its use is limited to relatively short track circuits—1000 feet in length or shorter—such as detector track circuits at interlockings.

Vane type relays

Operating parts of the vane relay are assembled in either a circular or rectangular enclosure with glass sides. All working parts are visible.

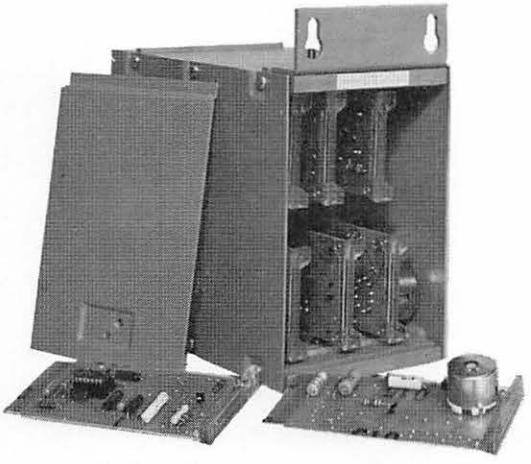
The method of transmitting movement or driving torque from the vane to the contact bar is from a short crank arm on the vane shaft through a link to a crank arm on the contact bar. This is designated as a direct connection as compared with the pinion and sector connection between rotor shaft and contact bar used in the rotor type relays.

There are two general classes of vane relays, single-element and 2-element.

Information and drawings furnished by General Railway Signal Company.

NEW
SERIES FREQUENCY SHIFT OVERLAY TRACK CIRCUITS

Series FSO Module.



Module with frequency determining boards removed.

for Outlying Switch Lock Release

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Choice of 3 frequencies - 13.8 KHz (channel 25), 17.0 KHz (channel 26), 20.9 KHz (channel 27) - mutually compatible, enabling transceivers to operate in close proximity without interference or the need of insulated joints.

Dependable and easy to maintain - solid state design provides dependable; long term service. All electronic components are mounted on plug-in circuit boards for ease of maintenance.

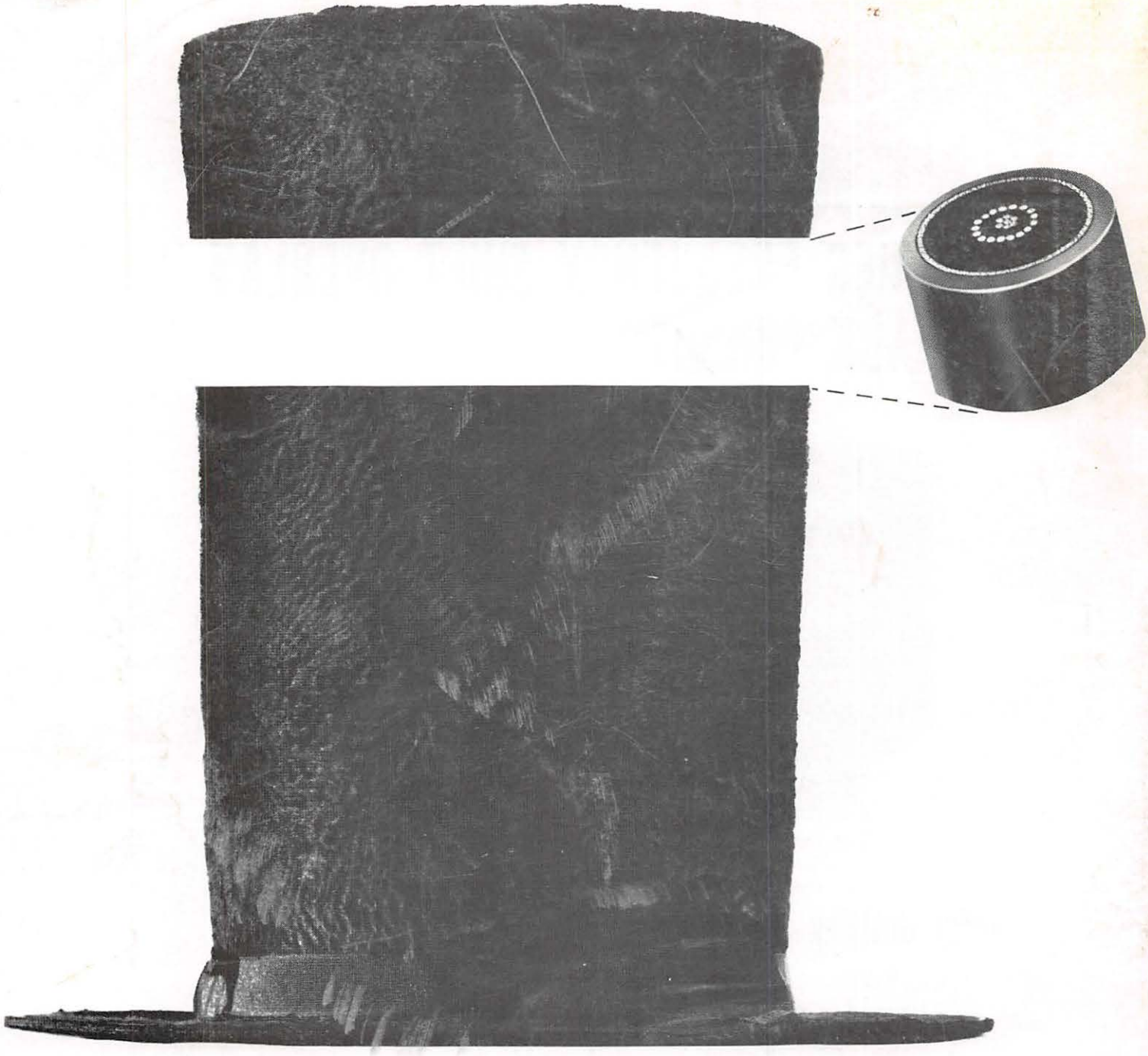
FSO compatible - all three channels are compatible with all GRS frequency shift overlay frequencies and most older type overlay track circuits.

Versatile - frequency determining elements are on two printed circuit boards. Simply replace these boards to change the operating channel frequency.

Compact - the transceiver occupies the space of a GRS Type B, Size 2 relay — 5 inches wide, 7 inches high, and 9 inches deep. It can be shelf, wall, or rack mounted in a wayside case or housing.

GENERAL RAILWAY SIGNAL COMPANY
A UNIT OF GENERAL SIGNAL
ROCHESTER NEW YORK 14602

3592



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